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SUBJECT : CLARIFICATORY GUIDELINES ON THE PROCUREMENT OF WATERCRAFT FOR SURVEY, ASSESSMENT, MONITORING AND/OR PATROLLING

Pursuant to Section 9 of DENR Administrative Order No. 2016-26 on the Guidelines for the Implementation of the Coastal and Marine Ecosystems Management Program (CMEMP), the attached "Clarificatory Guidelines on the Procurement of Watercraft for Survey, Assessment, Monitoring and/or Patrolling" is hereby disseminated. This Technical Bulletin is hereby circulated for information and guidance of the DENR Regional Offices.


THERESA MUNDITA S. LIM
Director

CLARIFICATORY GUIDELINES ON THE PROCUREMENT OF WATERCRAFT FOR SURVEY, ASSESSMENT, MONITORING AND/OR PATROLLING

Watercrafts are fundamental tools that enable and support on-water activity requirements of the NIPAS Marine Protected Areas. Consequently, watercrafts will be utilized to provide support to array of activities such as:

- MPA Survey Mapping and Characterization;
- Resource Assessment and Monitoring;
- Research and Education;
- Patrolling and Enforcement; and
- Other function/s deemed necessary

The procurement of watercraft must be with MARINA-registered boat builders / manufacturers. Also, the watercraft must comply with the existing National and Local Regulations of the following agencies:

1. Maritime Industry Authority;
2. Philippine Coast Guard; and/or
3. Local Government Units

The regulations regarding watercraft design, construction and on-board safety equipment is required and should be strictly adhered to. Also, it is highly recommended that the watercraft undergo third-party registry/classification to ensure the quality of the watercraft to be used on various purposes and to enhance and promote the safety of the staff conducting on-water activities and the protection of the coastal and marine environment. You may refer to Annex A for the list of boat registry societies.

SELECTING THE WATERCRAFT

Watercrafts must be suited on the type of activity required to each NIPAS MPAs. The specification of the watercraft must be suited with the environmental conditions and the available facilities of each sites. The following must be considered in choosing the watercrafts:

1. **Boat Range.** Boat range or travel distance must be considered and determined to identify the fuel capacity of the watercraft suited for each NIPAS MPAs.
2. **Carrying Capacity.** The number of staff and the type and quantity of equipment/tools should be considered to be able to determine seating, equipment storage and other facilities necessary for the watercraft.
3. **Docking and Storage Facilities.** In the absence of docking facilities, the beach substrate should be taken into consideration to determine the shape of the watercraft and engine

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installations. Also, if the location is frequented by storms, it may be necessary to have a trailer to lift and secure the watercraft.

1. **Availability.** Availability of suppliers and materials is an important consideration in order to ensure the procurement of the watercraft. Also, mechanics and availability of spare parts to repair both boats and engines are equally essential.
2. **Hull.** Environmental condition such as oceanic and geologic features of the area must be considered to determine what type of boat hull is suited for the site.
 - For shallow waters, it is recommended to use Kevlar-reinforced fiberglass/fiber-reinforced polymer (FRP) boat hulls for durability.
 - Glass-bottom boats may be considered to aid the assessment and monitoring activities on NIPAS MPAs provided that the preventive maintenance is secured to ensure its safety and functionality.
3. **Expert Consultation.** Consultation with Maritime Agencies such as MARINA and Philippine Coast Guard is strongly recommended to ensure the appropriate (site-specific) specifications of watercrafts to be purchased.

For Regional Offices with existing watercraft/s, the Maintenance and Other Operating Expenses (MOOE) funds may be used for the repair and maintenance of the boats and Capital Outlay funds for the construction of storage facilities such as lift-trailers, boat covers, etc.

CLASSIFICATIONS OF RECOMMENDED WATERCRAFTS

The description and specifications of the different classifications of watercraft listed below may serve as guidance in the procurement of the Regional Offices.

1. **Beach Boat.** Beach Boats are open/semi-enclosed fiber-reinforced polymer (FRP) /fiber glass-hulled boats for use along shore and offshore and is designed to carry out assessment, monitoring and/or patrol works on NIPAS MPAs.

Hull	:	Monohull / Catamaran / Trimaran
Hull Material	:	Fiber-reinforced polymer (FPR) / Fiberglass
Boat Speed	:	20 knots (Cruising Speed); 25~30 (Max Speed)
Carrying Capacity	:	8 to 10 pax
Engine	:	Outboard
Fuel & Capacity	:	Diesel; Depends on the Boat Range
Cost Range	:	Not exceeding to 1,500,000 Php

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2. **Semi-enclosed Boats.** Semi-enclosed fiber-reinforced polymer (FRP) /fiberglass motorized boats that have spacious deck that allows extra storage for assessment and monitoring equipment. This also contains working stations that provides space for sample collection and other working counters. It is designed to carry out assessment, monitoring and/or patrol works on NIPAS MPAs.

Hull	:	Monohull / Catamaran / Trimaran
Hull Material	:	Fiber-reinforced polymer / Fiberglass
Boat Speed	:	30 knots (Cruising Speed); 35~40 (Max Speed)
Carrying Capacity	:	10 to 15 pax
Engine	:	Outboard
Fuel & Capacity	:	Diesel; Depends on the Boat Range
Cost Range	:	Not exceeding to 2,500,000 Php

Also, the Regional Office may use the funds in purchasing smaller watercrafts, as necessary, such as motorized boats in compliance with existing DBM guidelines.

WATERCRAFT ACCESSORIES

It is recommended that watercrafts are equipped with basic safety equipment and tools listed below. The MARINA Memorandum Circular 114 (Annex B) may serve as guidance for the basic safety requirements of the watercraft to be purchased.

- **GPS Map**
- **Binocular**
- **Digital (Water-proof) Camera**
- **Life-jackets**
- **Megaphone**
- **Raincoat / Poncho**
- **Search Light (12 volts, big) 1,000,000 candle power**
- **Fire extinguisher**
- **Marine VHS radio (base with antenna)**
- **Hand-held waterproof VHS radio**
- **Flare guns with reserve cartridge**
- **Life rings**

Procurement and acquisition of watercrafts and safety equipment should be in accordance to existing policies on procurement of vehicles, supplies and equipment.

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ANNEX A
LIST OF PHILIPPINE WATERCRAFT CLASSIFICATION SOCIETIES

1. Philippine Registry of Shipping (PRS)

Email: info@prsclass.org

Website URL: www.prsclass.org

HEAD OFFICE: 2nd Floor, TM Kalaw Avenue, Ermita, Manila, Philippines

Tel no: (63 2) 310 15 88

Fax no: (63 2) 310 15 89

CEBU BRANCH OFFICE:

2nd Floor, Room 202 LDM Bldg. Legaspi St. cor MJ Cuenco Ave., Cebu City

Tel no: (63 32) 318 95 26

GEN. SANTOS BRANCH:

DR#16 MMF J3 Bldg 1 Purok San Miguel Calumpang, Gen. Santos City

2. Orient Registry of Shipping (ORIENT Class)

HEAD OFFICE: 120 Kaingin Road Balintawak, Quezon City

Tel no: (63 2) 330 93 15

Fax no: (63 2) 415 54 77

Email: orientregister@yahoo.com

Website URL: orientclass.searchgi.com

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ANNEX B

MEMORANDUM CIRCULAR NO. 114

TO : ALL SHIPOWNERS/OPERATORS OF PASSENGER LINER
VESSELS AND OTHERS
CONCERNED

SUBJECT : PREVENTIVE SAFETY MEASURES AND OTHER
CONCERNS

In line with declared national policy to enhance the safety and quality of shipping services in the interisland trade, and consistent with the mandate to provide for the effective supervision, regulation and rationalization of the organizational management, ownership and operation of all water transport utilities, as set forth under P.D. 474 and enunciated further in E.O 125/125-A and E.O 185, Philippine-registered vessels duly documented to carry passengers in the domestic trade are hereby directed to observe strictly the following:

I. AREAS OF CONCERN

1. MEANS OF ESCAPE/EMERGENCY EXITS:

- a. Two means of escape/emergency exits, accessible to the passengers, must be provided in all general areas. Pre-designated crew member(s) must be assigned purposely to ensure unobstructed passage to the escape/exits, in case of emergency.
- b. No locking doors giving access to the two identified means of escape under (1) above shall be employed, except crash doors or locking devices capable of being easily forced open in an emergency, and a permanent/conspicuous notice to this effect shall be posted at both sides of the door(s) exits.
- c. Locking of alley/door ways during ticket inspection/passenger counting is absolutely prohibited. Passageways must, at all times, be cleared of any obstruction of loose cargoes, handcarried luggage or furniture.
- d. Segregation, through permanent closure of access door(s) between different types of accommodation, i.e, first, second and third classes, shall likewise be prohibited.

2. HANDLING/STORAGE OF HANDCARRIED LUGGAGE:

- a. Safe and convenient storage for passengers' handcarried luggage must be provided.

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- b. The luggage must not, at all times, be permitted to block the stairways, means of escape /exits, passageways and lifesaving and firefighting equipment.
- c. At least one (1) crew member shall be assigned/stationed, during passenger embarkation and disembarkation, to caution / handle/supervise the storage/retrieval of handcarried luggage.

3. STORAGE OF LIFEVESTS/LIFEJACKETS

All lifevests /lifejackets, imprinted with the vessel's name, must be conspicuously stored in a locker capable of being forced open, and must be readily accessible for use, in case of emergency.

4. CLOSURE OF WATERTIGHT DOORS, PORTHOLES, RAMPS AND MANHOLES

The master shall ensure that all watertight doors, portholes, ramps and manholes shall be securely fastened/locked/checked prior to leaving port and during the voyage.

5. WEARING OF THE PROPER PRESCRIBED UNIFORM BY THE SHIP'S OFFICERS AND CREW.

For the purpose of easy identification and ready access by passengers needing information/assistance, the wearing of proper prescribed uniform and IDs by the ship's officers and crew, including security personnel, while they are on duty, is strictly enjoined.

6. OTHER SAFETY MEASURES:

- a. Shipping companies are directed to institutionalize a crew and passenger safety awareness program. For this purpose, all shipping companies/ship owners/operators are hereby required to submit to MARINA, within 90 days from effectivity of this Circular, their vessel emergency safety plan.
- b. Vessel sketches showing the location of the liferafts/boats and lifejackets/lifevests should be displayed in conspicuous places in the passenger lounge(for third class accommodation) and inside the cabin/suites(in the case of first and second class accommodations).

The liferafts/boats, imprinted with the vessel's name, must be properly secured and readily accessible for use, in case of emergency

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- c. The prescribed location of firefighting equipment like the fire hose, fire ax and fire extinguisher shall not be obstructed.
- d. Luminous stickers indicating direction to the different exits, which are visible in all passenger areas, shall be provided.
- e. Emergency lights in all passengers accommodations, passageways, alleyways, and stairways, which should automatically switch on in case of power/generator failure, must be installed.
- f. Emergency exits must be provided with the independent red blinking lights to guide/assist the passengers on their way out, in case of emergency.

II. RESPONSIBILITY OF THE MASTER

It shall be the duty and responsibility of the Master of the vessel to ensure strict adherence to the directives of this Circular, at all times and under penalty, as herein prescribed.

III. SANCTIONS/PENALTIES

Violations of any of the provisions(s) of this Circular shall be subject to the following fines and penalties, after due notice and hearing consistent with the provisions of Memorandum Circular 74-A, series of 1995:

1. The Master shall be liable, as follows:

First Infraction - Five Thousand(P5,000.00) pesos

Second Infraction - Ten Thousand(P10,000.00)pesos

Third Infraction - Twenty-five Thousand(P25,000.00) Pesos and/or suspension/revocation of his Seafarer's Identification And Record Book(SIRB) and/or STCW Endorsement Certificate

2. The shipowner/operator/agent shall likewise be liable, as follows:

First Infraction - Ten Thousand(P10,000.00) Pesos/vessel

Second Infraction - Twenty Thousand(P20,000.00) Pesos/vessel

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Third Infraction - Twenty-five Thousand(P25,000.00) Pesos/vessel and/or cancellation of the Provisional Authority (PA) or Certificate of Public Convenience (CPC) to operate the vessel

IV. ENFORCEMENT

The Enforcement Office(EO) and the Maritime Regional Offices(MROs) are directed to strictly monitor compliance with this Circular. Any findings of non-compliance shall be reported within 48 hours to the Franchising Office/MROs, for appropriate action.

It is hereby enjoined that the enforcers shall not be obstructed or hindered from lawfully boarding vessels and inspecting the same, purposely to determine compliance or non-compliance with this Circular.

V. REPEALING CLAUSE

Any provisions of existing MARINA rules and regulations, circulars or orders which are inconsistent with this Circular are hereby repealed or modified accordingly.

VI. EFFECTIVITY

This Memorandum Circular shall take effect fifteen(15) days after its publication once in a newspaper of general circulation in the Philippines.

Manila, Philippines, 19 December 1995.

BY AUTHORITY OF THE BOARD:

PACIENCIO M. BALBON, JR.
Administrator

SECRETARY'S CERTIFICATE

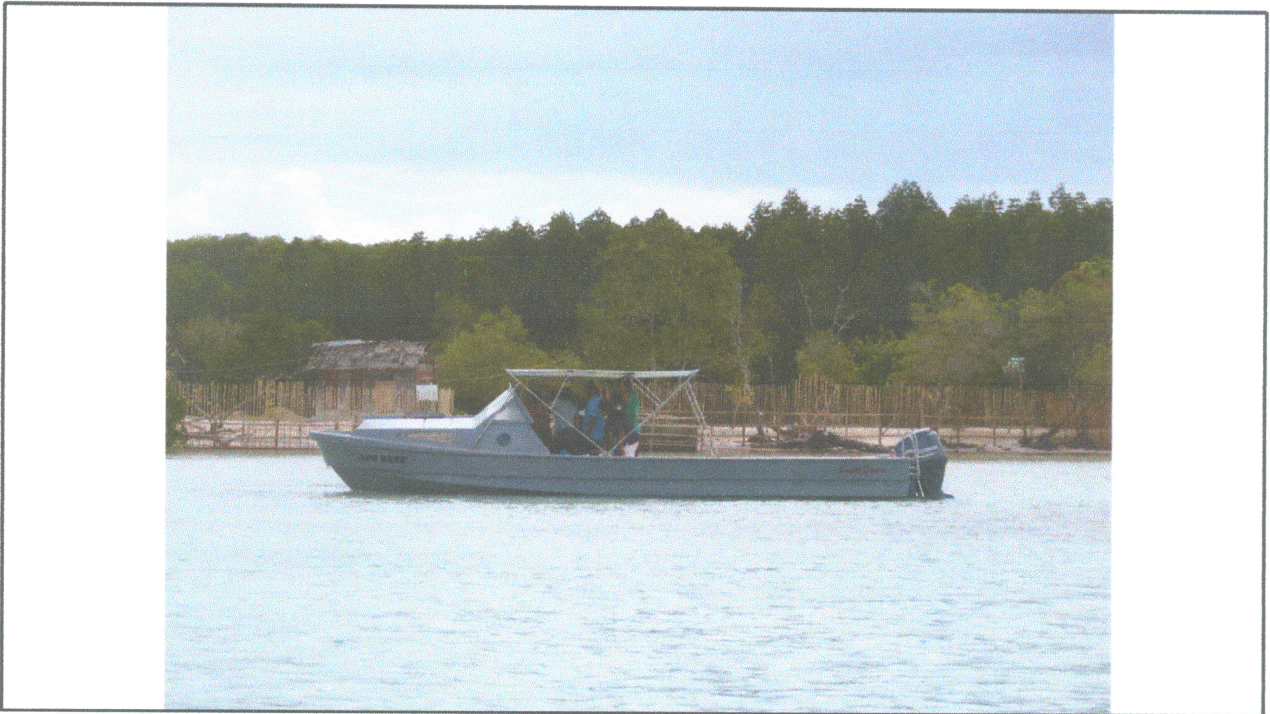
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This is to certify this Memorandum Circular has been approved in the 129th meeting of the Maritime Industry Board held on 23 November 1995.

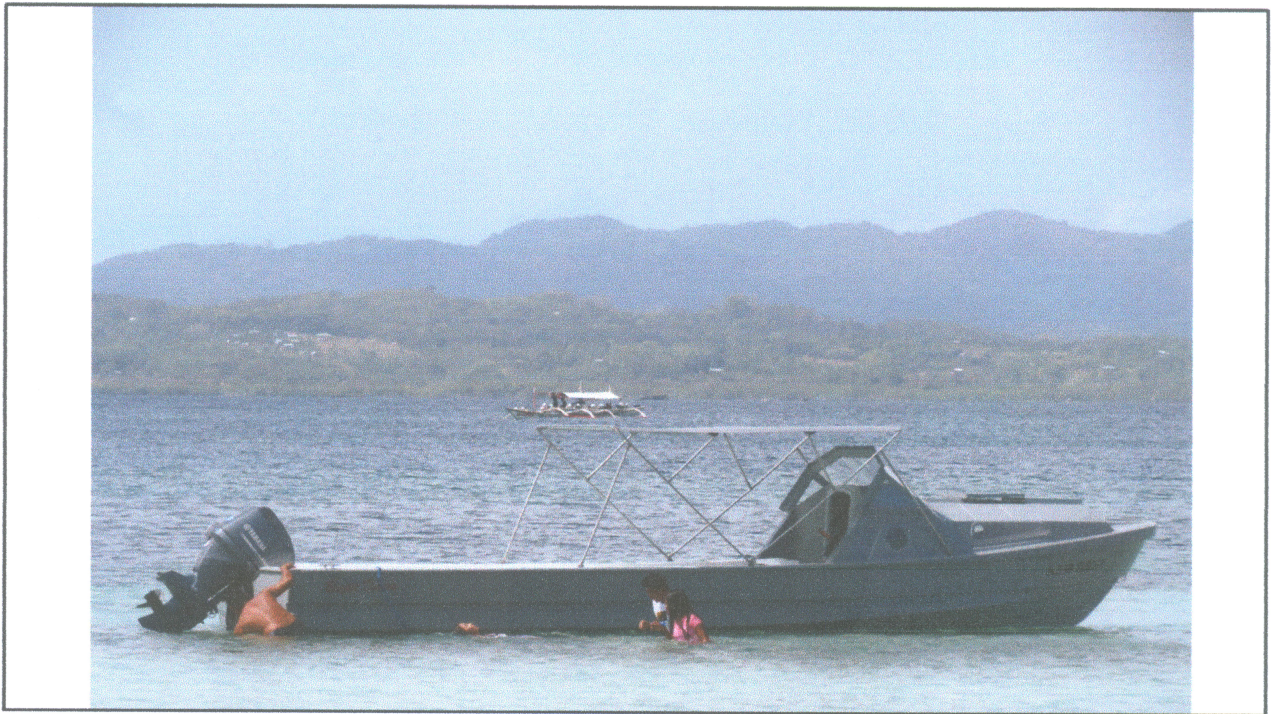
EMERSON M. LORENZO
Deputy Corporate Board Secretary

Published in the Malaya Newspaper on 21 December 1995
Submitted to the U.P. Law Center on 21 December 1995

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Hull Material: Fiber-reinforced Polymer;
Carrying Capacity: 20 pax
Motor Outboard



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Trimaran Beachboat;
Hull Material: Fiber-reinforced Polymer;
Motor: Outboard



Trimaran Beachboat;
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